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Fair Treatment for the Railroads an Urgent National Duty.

Questions asked at the railroad rate rehearing in Washington indicate that some of the members of the Interstate Commerce Commission do not grasp the problem with which they are dealing. Their point of view seems still to be that of the railroad balder in the good old times when railroad halting was supposed to be a patriotic pastime.

Why was the case of the Eastern railroads, which had unsuccessfully appealed for a 5 per cent increase in freight rates, ordered to be reopened? Manifestly it was because the war in Europe had made the commission's decision of August 1 look preposterous. In that decision, handed down after the stock exchanges of Europe and America had closed, and even after Germany had declared war on Russia, the commission took it upon itself to ignore one of the most momentous economic events in the world's history. A body of deaf, dumb and blind men, holding consultations in a padlocked sub-basement, could not have been more oblivious of the world-wide effects of the great European conflict.

A decision like that, which talked peace when there was no peace, could not be expected to give satisfaction. Public opinion was almost unanimous in regarding it as one of the most inopportune official judgments ever delivered. Even the commission soon found out that a world war was on and that, so far as economic results were concerned, the United States was disastrously involved in it. The rehearing was granted because the commission realized that a new element had been introduced into the case made in behalf of the railroads. If there was no such element, there was no reason whatever from the commission's point of view for reconsidering a decision only a few weeks old, which had been arrived at after two or three years of laborious investigation.

Yet although the commission's belated discovery that a great European war had broken out was the only intelligible ground for granting a rehearing, we find the commissioners asking questions indicating that the extraordinary depression caused by the war is in their opinion no ground for granting the railroads further relief. According to one account of the hearing on Monday, Commissioner Clements asked Mr. Willard, the president of the Baltimore & Ohio Railroad, "if he thought that the railroads should be dealt with in any other manner than other industries affected by war conditions."

Such a question is little short of amazing. Other industries are left free by the government to regulate their own affairs. They may raise their prices as they please without interference from Washington. But the railroads have no free hand. Their earning power is limited for them by the Interstate Commerce Commission's decrees, and they may be made to starve, even in the midst of general plenty, if the commission thinks it advisable to starve them.

For the last five or six years the commission has advocated a programme of slow starvation. It has been gradually weakening the resources of the railroads and cutting down their earning power. It recognized in the decision of August 1 that the starving process had gone dangerously far, although it refused the very moderate request of the Eastern railroads for a flat 5 per cent increase in freight rates. Now the disturbance of business caused by the war has changed the plight of the railroads from slow starvation to quick starvation. Yet the commission seems little concerned. Some of its members even want to rid themselves of responsibility for the patient's condition by claiming that they have no more to do with his troubles than with the troubles of other industries not subject to governmental regulation.

That is an absolutely illogical position. The railroads are the legal wards of the commission. It has the exclusive power to look after their welfare. They have no power to care for themselves. It is therefore the commission's duty to see that the carriers are permitted to make a living in ordinary times and to protect them against annihilation in times of extraordinary disturbance.

No attitude toward the railroads could be more odious than that of Mr. Brandegee, the commission's counsel. He criticizes the Baltimore & Ohio Railroad for continuing to pay dividends while it is discharging employees in order to reduce expenses. But it should be the first business of the commission to see that the earnings of the railroads are sufficient both to keep a proper working force intact and to pay fair returns to stockholders.

The commission should remember also that more than a just treatment of the government-controlled common carriers is involved in an increase of rates. The problem of international exchanges must enter into any rational rate decision. If the stock ex-

changes are to open again the dumping on this market of a vast quantity of American railroad shares held abroad can be best delayed by a re-establishment of the value of our railroad securities, based on larger earning power. At the best, much American capital will be used in taking care of the securities returned from abroad. The European governments will also bid for large quantities of free capital at higher interest rates, and it is obvious, as Mr. Conant told the commission yesterday, that "if American railways and industrial enterprises are to obtain any new capital whatever during the next few years it will be necessary to make issues of securities very attractive, not only in respect to the rate of interest, but in respect to the evidence that the interest and dividend payments are absolutely secured by adequate earnings."

For that reason the Interstate Commerce Commission needs to enlarge its vision and deal in the broadest national spirit with the rate question. Starving the railroads is a dead policy. In going liberally to their assistance the commission would help materially in tiding the country over the present economic crisis.

Officials Defiant and Secure.

The publication of the State Civil Service Commission's answer to the Civil Service Reform Association's charges of lawbreaking and nepotism shows the officials to be completely ignorant of, or indifferent to, the purpose for which their board was created. It is not necessary to characterize this body as "a commission engaged in cultivating graft," as does the Reform Association, in order to make the point that it is unfit for its work. It is only necessary to prove that the commission frequently engaged in official actions contrary to the fostering of the merit system. That is the case by the members' own admissions in answer to the association's charges. The assertion that it used its discretion and challenges the association's right to impugn its motives is a puerile defiance of criticism which, being puerile, is negligible.

In effect the commission's answer is, "Well, what are you going to do about it?" And it must be confessed that under the law as it stands—amended to suit the commission's own views—nothing can be done until next winter. Then a new Governor may prefer charges against these officials to the Senate and also recommend changes in the law which would cure the possibility of such an attitude on the part of any future commission. It is pertinent to recall that Mr. Whitman has promised to do this, whereas Mr. Glynn has ducked the issue.

The Seizure of the Brindilla.

If theyground for the seizure of the tank steamship Brindilla is her transfer from German to American registry, there is a pretty international legal snarl in prospect. According to one report, the seizure was expected by Washington and is designed as a test case. If this is true, the Halifax prize court is likely to witness a memorable argument that will scarcely end with its decision.

The provision of the Declaration of London is fairly strong against the validity of the transfer. Article XVI declares:

"The transfer of an enemy's vessel to a neutral flag effected after the outbreak of hostilities is void unless it is proved that such transfer was not made in order to evade the consequences to which an enemy's vessel, as such, is exposed."

It is possible that the transfer was, in fact, made for this very purpose—to prevent the ship's capture as a prize if she should sail under the German flag. There is, however, the fact that Great Britain has not ratified the Declaration of London and that she can scarcely hold the United States to its rules. Aside from the Declaration, the transfer of vessels to a neutral flag stands as one of the many moot questions of international law. The chances for dispute, for learned legal argument and for hot emotions are many. Let us all bear in mind that the rights of the case are debatable and that there is no need of crying out until we are hurt. The right of England to proceed as she has done and to try out the issue before a prize court is scarcely controvertible.

To Beat Tammany, Vote for Whitman.

Mayor Mitchell could not endeavor to reconcile some of the things he has said against Tammany with support of Sohmer, Benschel, Ahearn and Hafren without looking utterly ridiculous. In repudiating these worthies he squares himself with his anti-Tammany position of last year. But there remains some further squaring to be done. He promises to support Governor Glynn, admits that he disapproves strongly of some Glynn appointments and eulogizes the short ballot system all in one breath. That is, the Mayor advocates a system making a Governor all-powerful as to appointments, yet promises to give his personal support to one whose conduct in that line of duty he criticizes.

It is on "logic" of this nature that Tammany must rely this year. Governor Glynn boasts of his economy in figures which he cannot prove and dares not try to itemize, while hanging to his coat-tails are Tammany's Sohmer, who turned over the huge patronage of his office to "the organization," and Benschel, recommended for indictment by Governor Glynn's own investigator. That is what Governor Glynn's election means—a return to office of the Tammany gang which for four years has been plundering the state. It may be that Mayor Mitchell is willing to stand in state affairs for that which he has campaigned against in this city. It may be that President Wilson is willing to indict such government on the State of New York if only a Democratic Congress delegation can be sent to Washington. The responsibility must be clearly defined.

Only if the Glynn ticket receives this year thousands of votes which are naturally, normally anti-Tammany can it be elected. Those votes cannot be cast in ignorance of the facts. This, if ever, is the time for a coalition of anti-Tammany forces against Tammany in the state.

Tammany in the city government has been pretty well disposed of. Four years of Tammany in the state government have furnished scandal and crime enough to prove what may be expected so long as Tammany is maintained there. If the anti-Tammany citizens cast anti-Tammany ballots the Tiger will slink back to its lair. The only ticket which will be effective against Tammany is the one headed by Mr. Whitman, since the contest is between him and Governor Glynn. A vote for anybody else merely means a vote wasted which should have counted against Tammany.

The Conning Tower

AUTUMN.

The spirit of summer has fled from the woodland. The trees that adorned it are naked and brown; The strong winds of autumn have blasted the hill-side. And leaf blade and leaflet come fluttering down. The flowers that swayed in the glory of summer, The birds and the insects that sported in gloe, Have made their departure to Southland and slumber. And cold breezes waft them a sad melody.

Thus oft in our lifetime like pleasures of summer, How often unprized, oh, indeed, we ignore, Till too late we waken to find only shadows Of much that was splendid in days gone before.

MARTIN C. BURKE.

You can not blame Miss Burke for endorsing this brand of weather. It is the kind of weather that makes us long, as Julia Marlowe's voice does, to be a poet.

We should like to be a poet for another reason: to write about the way young folks, wearied with a Sunday outing, look coming home in the subway Sunday night. . . . And even in prose we have phrased it awkwardly.

TO ADVERTISERS:

Our list's not nearly ended; Continue it? Why, gladly! Eight-point Antique Extended

And 24-pt. Bradley.

A real military expert (neutral) informs us that the Allies are winning the mid-week practice skirmishes, but that the Germans are taking all the Saturday games.

PERHAPS.

Sir: Would it not be illuminating to run a series of war poems and their real meanings? That there stand, now, means certainly "East End." But, my dear sir, what is it the rest end of? Civilization, perhaps? NERO.

The revered Philadelphia Public Ledger speaks of Willie Hensel's frame, "with a head packed as tight with brains as the tire on a wheel." Being our notion of the something of something in similes.

The Special Newspaper Party Abroad.

[Margaret E. Tierney in the Lawrence Telegram.] IRELAND.

On the boat from Holyhead to Dublin I met friends from The Hague called Goodwin. To hear their experience would make one wince. And you may be sure they're in Dublin since. For that is their home and they mean to stay. Just as all others who toured away. Besides these were friends from the St. Paul Who were ready to go home at the first call.

The scenery in Ireland would do your heart good. Whether pasture land or the beautiful wood. The hills and the trees are the greenest of things. One would like to be the ivy that round them clings. By nothing anywhere could they be excelled. And only by Irish hospitality be equalled. The lakes and the parks so beautiful to see To remain there would be one's glee.

Since every visitor to Blarney must go And kiss the stone there, I did so. Of having performed this feat some can boast. But was the assistant from the African coast? From Cork to Trough and Killarney I enjoyed myself by the day. 'Twas from beautiful Queenstown I left awhile Wishing my time could be lengthened a while. But holidays were over and I sailed down the bay To meet the Frankona enroute to U. S. A.

Some of our party returned on the Adriatic. While one tardy member waited for the light. But we are home safe one and all. A few members coming by way of Montreal. Every line complied to the same conditions. Traveled in darkness as if on secret missions. Immigrants did not crowd the steerage. As it was occupied by those of rank and peerage. Paying any price "Old Glory" to embrace. Saying, "Of all the countries, America's the place." And never again, save on business, they'd roam. But stay in the United States, "Home, Sweet Home."

[The End.]

The Compleat Slangster.

[From Sir Philip Sidney's "Arcadia."] "The two sweet princesses covered their dainty beauties with glad clothes."

In next Sunday's GOTHAM WEEKLY GAZETTE, a review of "Chin-Chin," by ye ed., our new dramatic critic.—Advt.

A Boon or a Nuisance, as the C. M. B. F. P. A., please answer and tell us no fibs, (I trust I may ask with propriety.) On the level now, do you consider contribs A species or just a variety? A. P. W.

Rudolph and Gowdy, the w. k. comedy duo now playing in vaudeville, are athletic and modern young men, surely. Mr. Heywood Brown says that Gowdy speaks of the Athletics, and Norman assures us that Rudolph tells of his using slippery ellum.

Mr. Horace's Eighth Ode of His First Book.

Say, Lydia, will you tell me, please, Why Sybaris' goat you like to tease, His love for you's not mousy. He groves now at the open air, "A healthy glow" it makes him swear: He hates a road that's dusty.

He's got so now there is no pride Inside him, and he just won't ride His little Irish pony. He's off the swimming stuff what's more, And wrestling only makes him sore; Say, don't you think it's phony? You know how strong he was, you do; He's told you all about it, too; But now he's got no pep. I bet he's like that Thel's kid, Who from the war his old man hid— O Liddy, put us help!

STAS.

Speaking—a thing we haven't done for months—of simple declaratives, W. Kelley Shook is in Ellenville, N. Y. And Peggy Center, who wants credit for it, has an acquaintance in Detroit who is Waring Denham.

WAR'S PRONOUNCIATION. Gee! Ain't them Germans vipers? Look how they smashed up Ypres!

FEE.

Speaking of the Carman case, let's converse about the weather.

METEOROLOGICAL CONCLUSIONS.

Although these couplets look somewhat laborious, Wasn't the weather of yesterday glorious? F. P. A.

THE INQUISITION.



Interstate Commerce Commissioner (to Railroad President)—State your reason for thinking you should be allowed to make a living.

THE PEOPLE'S COLUMN

An Open Forum for Public Debate.

FROM A WHITMAN CRITIC

The Republican Candidate Fails to Please This Progressive.

To the Editor of The Tribune. Sir: The Republican party must realize that many unfortunate incidents are now occurring that might have been avoided if The Tribune's advice had been followed and Mr. Hinman nominated. For instance, Governor Glynn, who has always been anti-Tammany, has turned the tables on his opponent by pointing out the Murphy-Whitman alliance of last year.

T. R., instead of rampaging through the state pointing out the weather vane qualities of Mr. Whitman, would once again be back in the G. O. P. fold.

I fancy I hear some moseback say, "We don't want him back." But you will after election. The voters want no Murphys or Republicans.

Then Mr. Whitman's knowledge of state finances is so incomplete that he is really making it easy for Governor Glynn to show how ill prepared the Republican candidate is to assume the responsibility of the gubernatorial office.

It would be much better for Mr. Whitman to refrain from discussing state finance, because he does not understand the matter himself, and those who are furnishing him with the figures are either hopelessly ignorant of their subject or are trying to erect a "man of straw" for Governor Glynn to demolish on the stump.

So far the most cursory reading of the speeches shows that the advantage is all with Governor Glynn. Mr. Whitman should stick to the electric chair as his campaign theme.

A few years ago Bird Coler almost reached Albany by shouting "Ramapo! Between Coler and Whitman, so far as campaigning goes, there is much in common. They both shine hammering one subject. Off their hobby they seem to be lost.

C. F. SELLOUT. New York, Oct. 17, 1914.

MARRIAGE AND A CAREER

Both Are Possible for Some Women, It Is Argued.

To the Editor of The Tribune. Sir: Mrs. Sefton, your Englewood correspondent, would have women choose either marriage or a career. In this hike are several—to meet different people, to see the United States at first hand and visit the Panama-Pacific Exposition to be held in California in 1915.

Realizing that this is a difficult undertaking, we thought it wise to ask some of The Tribune readers, some of whom may have had experience along this line, to tell us what they think of the idea. We would be very thankful for any information.

EDWARD J. SMITH. New York, Oct. 20, 1914.

WALKING TO CALIFORNIA

Have You Any Advice to Give a Pair of Young Adventurers?

To the Editor of The Tribune. Sir: Two young Americans are contemplating a trip across the United States from New York City to San Francisco, Cal., by foot. Our objects in this hike are several—to meet different people, to see the United States at first hand and visit the Panama-Pacific Exposition to be held in California in 1915.

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EDWARD J. SMITH. New York, Oct. 20, 1914.

Belgium.

Belgium the brave and true, thy martyred blood Rises like red flames to the Throne above; And He who hears His smallest creature's cry Will smile again on you—"Ye shall not die!"

Now reaches to the skies—your clean, brave name.

MARY DU DENEY. New York, Oct. 20, 1914.

FOR NEUTRAL ORCHESTRA

Stransky Urges Musicians to Forget Differences.

Josef Stransky, conductor of the Philharmonic Orchestra, though a Bohemian, is a believer in the neutrality of music. At the first rehearsal of the season yesterday afternoon he made an address to his musicians, urging them to forget all social differences and to work solely for their art. He said in part: "The European war has not affected the orchestra as seriously as had been feared. We lose only two members, one detained in Austria, one called to arms. I offered my services twice to the Austrian government, although I am exempt from military duty—but they were refused, as more than enough volunteers had applied, and I was given my passport for America. "There has always been a spirit of good fellowship in the orchestra and a fine understanding between you and me. I beg that this may continue, and that, whatever differences of opinion may exist, we will speak of them only in the strictest good fellowship and respect the point of view of our colleagues. Art, and especially musical art, is universal and belongs to every country."

MAYOR PRAISES KRACKE

Formally Opens Approaches to Manhattan Bridge.

Mayor Mitchell formally opened yesterday the permanent Manhattan and Brooklyn approaches to the Manhattan Bridge. His automobile was the first to cross the river. On the Brooklyn side a number of vehicles waited and followed in the Mayor's wake as he returned to this side.

"I am surprised to see that work has been pushed ahead with such speed," said the Mayor in praise of Bridge Commissioner Kracke and the department. "The opening of the permanent approaches has been completed several weeks before the time called for in the contract."

Four or five weeks the Bridge Department will have finished its work in connection with the new Fourth av. subway, which is to run into the Centre st. loop from the Manhattan Bridge. The new Fourth av. service could be opened as far out as 29th st., Brooklyn, by the first of the year."

AT NEWPORT.

[By Telegram to The Tribune.] Newport, R. I., Oct. 20.—Miss Grace Vanderbilt, daughter of Mr. and Mrs. Cornelius Vanderbilt, who is suffering from pneumonia, was reported as being more comfortable to-day.

Mrs. George Gordon King and Miss King are visiting in New York. Mr. and Mrs. Frank W. Andrews goes to Boston to-morrow before returning to Washington. Mrs. Paul A. Andrews and Miss Andrews, who have been her guests, will return to New York.

Mr. and Mrs. T. Sufferer Taylor and family motor to New York to-morrow, closing their season. Dr. Roderick Terry, who has been visiting Mr. and Mrs. Eugene S. Hale, Jr., in New York, has returned here.

Mr. and Mrs. G. M. Hutton started for Baltimore to-day. Mr. and Mrs. William F. Whitehouse have closed Eastbourne Lodge, near New York, and Captain and Mrs. Hugh L. Willoughby have gone to Philadelphia. They will remain there a few weeks and then go to their Florida residence at Seville's Point.

Mr. and Mrs. Richard Rogers Barker entertained the Tuesday Club at their log cabin in Glendale and Mrs. Barker spoke to the club on the Scandinavian countries.

Mr. and Mrs. Frederick H. Hope, Mrs. H. G. Turner and Mrs. Walter H. Gurney, of New York, arrived to-day. Mr. and Mrs. Samuel Elliot Gould, of Boston, arrived at the Curtis Hotel. Mrs. Alexander Van Rensselaer and Miss Van Rensselaer, who have been in Lenox for the late season, have got to New York to-morrow.

Miss Verna Bloodgood is a guest at Lenox.

ASKS \$114 FOR FAMILY

Society Says Six Can Be Supported Six Months on Sum.

For a father seventy-three years old, formerly a musician but now feeble and blind; a mother, worn with worry, and four children the Charity Organization Society asks \$114 to help meet the needs of the next six months.

The oldest boy, just fourteen, is being given a course as an electrician in a vocational school, the society allowing a scholarship of \$3 a week, as investment exceedingly wise for the future, because when the course is finished he can earn much more toward the family's support. The oldest girl, fifteen, earns \$3 a week in a factory but the society hopes to find better work for her soon. The mother, an expert button-maker, is unable, because of her physical condition and the irregularity of work, to earn more than \$4 or \$5 a week. If the society can continue to help her with \$3 a month and give the boy's scholarship of \$12 a month for the family's expenses, the time will come when the family will again be self-supporting and will stand on its feet.

Gifts may be sent to the office of the society, 105 East 22d st., and will be acknowledged. The society acknowledges with thanks the following contributions in response to previous appeals in The Tribune: Mr. David L. Gluck, \$1; H. & H. J., \$2; Washington, D. C., \$10.

IN THE BERKSHIRES.

[By Telegram to The Tribune.] Lenox, Oct. 20.—Departing to-day for New York were Mr. and Mrs. George F. Crane, Mrs. Francis Davis Winslow, Miss Margaret Winslow, and Mrs. Newbold Morris. Mrs. J. Jessup, Dr. and Mrs. C. E. Arnold, Mrs. Charles M. Greenwood, Mrs. John D. Wood, Miss Matilda Brownell, and Mrs. J. Nelson Borland. Mrs. Edward W. C. Arnold and Mrs. Mary L. Vogel.

Mr. and Mrs. William Douglas Sloan will prolong their stay at Elm Court until November 8. Mrs. John D. Wood, who has been visiting with Mrs. Robert Winslow, has returned to New York. Thomas Shields Clarke and Charles John Clarke came to Pembroke today from New York. Mr. and Mrs. Clarke are closing their villa season.

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Joshua Crane Engaged.

[By Telegram to The Tribune.] Denver, Oct. 20.—The engagement was announced of Miss Katherine S. Crane, one of the leaders of society here, to Joshua Crane, of Dedham, Mass., a former racquet champion and one-time Harvard football coach. His wife, who received in an automobile accident a year ago last spring from her husband leaving \$500,000 to her husband and their two children.